



HEADQUARTERS
NORTH CAROLINA WING CIVIL AIR PATROL
United States Air Force Auxiliary
PO Box 2082
Burlington, NC 27216-2082



18 Apr 2006

MEMORANDUM FOR Commanders, Pilots and Stan/Eval members

FROM: Capt. Sal Tripoli, DO

SUBJECT: NC Wing FCIF 06-2: Landing Preparation and Planning
(This FCIF supercedes FCIF 06-1, of 21 Mar 06)

1. For all landings pilots shall brief the type of landing (normal, short field, soft field, no flap, full stop, stop and go, touch and go, low approach, etc) to all crewmembers prior to commencing final approach. For solo pilots, the decision as to the type of landing will be made prior to commencing final approach.
2. During the landing briefing, pilots shall review the landing plan and braking technique to include:
 - a. Planned touchdown point
 - b. Planned braking technique. Consideration shall be given to runway length and, if possible, allow the aircraft to decelerate using minimal braking. This will reduce brake wear and reduce the possibility of locking the wheels due to excess braking. Pilots shall exercise due caution to make sure they do not inadvertently land with the brake pedals depressed. "Heels on the floor" for landing and raising the feet to depress the brake pedals only after the aircraft is on the ground is one technique to avoid inadvertent brake application.
 - c. Consideration shall be given to the type of footwear the pilot is wearing and its impact on the pilot's ability to "feel" the brake pedals.
 - d. Speed, course and glide path planning. Improper airspeed or glide path control can significantly impact landing distance. The approach should be stabilized on course, glide path and speed by 200 feet AGL.
 - e. Conditions and circumstances that may require a go-around (balked landing).
3. Recently the tires of one of our Cessna 182RGs needed replacement following the demonstration of a short field landing. The Cessna 182RG is especially susceptible to wear and tear because of its small wheels.
 - a. Therefore, it is recommended that while exercising short field landings in the Cessna 182RG, CAP pilots and /or pilot examiners should refrain from using brakes at the point of landing. Instead, they can call out their intention to apply brakes at the proper moment.
 - b. Actual application of brakes in short field landings can be practiced in Cessna 172s.
4. "Touch and Go" Landings are a valuable training tool and their use is outlined in the CAPR 60-1 Training Profiles. Proper planning and execution are essential to safety and pilots will adhere to the following guidelines:
 - a. Minimum runway length required to conduct "touch and go" landings shall be the sum of the actual normal landing distance plus the actual normal takeoff distance, plus twenty-five (25) percent for the aircraft being used under the existing weather conditions. (Landing distance + takeoff distance + 25%). For example, if the takeoff distance is 2300 feet and the landing distance is 1700 feet then the runway required would be $2300+1700+((2300+1700)*.25)= 5000$ feet.
 - b. The intent to make a "touch and go" landing shall be briefed to all crewmembers prior to commencing final approach. For solo pilots the decision to conduct a "touch and go" shall be made prior to commencing final approach.

- c. As a minimum, briefing items shall include, go-around (balked landing) plans, configuration changes and abort considerations.
 - d. The above formula calculates a minimum runway requirement for the given weather conditions. Pilots shall use good judgment in considering other factors such as runway condition, pilot proficiency, NOTAMs, etc and shall not conduct “touch and go” operations unless it is safe to do so.
5. All aircraft will have a post flight inspection that will also include complete tire inspection.

Sal Tripoli, Capt., CAP
Director of Operations